

In order to understand how Shelby's existing major street system operates it will be necessary to define a few terms. The components of any major street system are these:

- A. Radial streets -- which carry traffic to and from the CBD and outlying areas.  
This is an important traffic movement.
- B. Crosstown streets -- which carry traffic along the border of the CBD as it moves from origins beyond the CBD on one side to destinations beyond it on the other side.
- C. The Loop or Circumferential system -- which carries traffic between suburban areas of the city without its having to go through or by the CBD where it would interfere with central area traffic. Larger cities usually have inner and outer loops.
- D. Bypasses -- which carry traffic around or through the urban area on limited access highways thereby relieving the city's streets of through traffic which has no reason to stop in the city.
- E. Service or frontage roads -- which serve development along bypasses and other extremely busy thoroughfares by permitting access without allowing a multitude of curb cuts.
- F. Residential collectors -- which funnel traffic from minor residential streets to the major streets described above.

Map 6 shows average daily traffic volumes for Shelby and vicinity in 1961, the last year for which such data is available.

Shelby's radial streets (reading clockwise) include: North Morgan, Lafayette and Washington Streets (including their extensions, Metcalf Road and Lee Street to the northwest and Grover Street to the northeast); Buffalo Street and Fallston Road; Carolina Avenue and Fredrick Street; East Suttle and East Marion Streets (including their extension, N. C. 150); East Warren and East Graham Streets and the